



# **Transportation Commission**

September 5, 2012



# **Funding Update**

Agenda Item #2

# Funding Update

- **Federal:**
  - President Obama signed a two-year transportation bill called Map-21 which substantially changes some aspects of federal transportation funding.
- **City Council:**
  - No Council meetings held in August
- **Commonwealth Transportation Board:**
  - CTB approved new methodology for allocating funds to Northern Virginia, which require jurisdictions to accept funds from DRPT, and book them before they can be allocated to NVTC.
- **TPB:**
  - Approved the 2012 CLRP and FY 2013-18 TIP. Also received MAP-21 legislation.

# Funding Update

- **WMATA:**
  - Board adopted set of policies which will govern any station naming activity at Metrorail stations.
  - Engaged in an extensive strategic framework discussion.
- **NVTC:**
  - Adopted a Vanpool Incentive Program to acquire vanpool operations data which can produce additional transit subsidies.
  - Approved an action to allow NVTC staff to acquire federal grants which will be used for the Corridor C AA/EA.
- **NVTA:**
  - A meeting of the Efficiency and Effectiveness Study occurred on August 23 which summarized key findings to date.



# **RSTP / CMAQ Funding Request for FY 2014 PUBLIC HEARING**

Agenda Item #3

# CMAQ/RSTP Funding

- **Congestion Mitigation and Air Quality (CMAQ) Improvement Program**
  - Funds to invest in projects that will reduce emissions and various types of air pollutants regulated from transportation related sources.
- **Regional Surface Transportation Program (RSTP)**
  - Funds to make regional transportation improvements. RSTP funds have fewer restrictions than CMAQ funds.

# CMAQ/RSTP Funding

- CMAQ and RSTP funds are allocated annually to VDOT and given to the Northern Virginia Transportation Authority (NVTA) for distribution among NoVA jurisdictions.
- Both CMAQ and RSTP funds are used to advance transportation projects.

# Recent CMAQ/RSTP Actions

- CMAQ-RSTP requests have always been done annually in September.
- In September, 2012, an allocation request for FY2013-FY2018 funds was made by the City Council, with guidance from the Transportation Commission.
- Upon submission to the NVTa, new criteria was established for a multi-year CMAQ-RSTP plan
  - City will retain the total amount of money allocated by year from the previous plan, but can shift money between projects
  - The only new funding is in the last year of the plan.



# FY2013-18 CMAQ/RSTP Allocation

- The City submitted an initial plan to the NVTB for FY2013-2018 funds
- NVTB made a final allocation of the funds, which was adopted by the Commonwealth Transportation Board in June 2012

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# Adopted FY2013-18 CMAQ/RSTP Plan

	FY13	FY14	FY15	FY16	FY17	FY18
DASH Bus Replacement	\$1,950,000	\$2,650,000	\$2,050,000	\$2,100,000	\$2,870,000	\$2,160,000
Bike Sharing	\$400,000	\$100,000	\$300,000	\$0	\$0	\$270,000
Bike Parking	\$0	\$0	\$0	\$25,000	\$225,000	\$0
Mount Vernon Trail	\$50,000	\$450,000	\$0	\$0	\$0	\$0
Transit Store	\$0	\$500,000	\$0	\$500,000	\$0	\$560,000
Transit Analysis Study	\$0	\$0	\$500,000	\$0	\$0	\$0
Transportation Demand Management	\$700,000	\$500,000	\$500,000	\$500,000	\$700,000	\$560,000
Braddock Road	\$0	\$0	\$600,000	\$0	\$0	\$0
Parking Technologies	\$0	\$0	\$0	\$0	\$0	\$110,000
Total	\$3,100,000	\$4,200,000	\$3,950,000	\$3,125,000	\$3,795,000	\$3,660,000



# Proposed FY2014-19 CMAQ/RSTP Allocation Plan

	FY14	FY15	FY16	FY17	FY18	FY19
DASH Bus Replacement	\$2,650,000	\$2,050,000	\$2,100,000	\$2,870,000	\$2,160,000	\$2,160,000
Bike Sharing	\$100,000	\$300,000	\$0	\$0	\$270,000	\$300,000
Bike Parking	\$0	\$0	\$25,000	\$225,000	\$0	\$100,000
Mount Vernon Trail	\$450,000	\$0	\$0	\$0	\$0	\$0
Transit Store	\$500,000	\$0	\$500,000	\$0	\$560,000	\$0
Transit Analysis Study	\$0	\$500,000	\$0	\$0	\$0	\$0
Transportation Demand Management	\$500,000	\$500,000	\$500,000	\$700,000	\$560,000	\$600,000
Transitway Enhancements		\$100,000				\$500,000
Braddock Road	\$0	\$500,000	\$0	\$0	\$0	\$0
Parking Technologies	\$0	\$0	\$0	\$0	\$110,000	\$200,000
Update the Bicycle and Pedestrian Plan						\$340,000
Total	\$4,200,000	\$3,950,000	\$3,125,000	\$3,795,000	\$3,660,000	\$4,200,000

Thank You

**QUESTIONS?**



# **Civic Engagement**

Agenda Item #4

# Why Now?

- Council directed staff to pause between small area plans to work with the community on Principles of Civic Engagement for the City
- Outcomes will be shared with new City Council early in 2013 to inform their strategic planning and future decision making

# Objectives

- Engage the community in a discussion about *past engagement practices* and *what's next for Alexandria* in terms of the priorities and principles to guide planning
- Develop common elements of the planning process and plan documents
- Expand and improve the engagement toolbox to ensure that the quality of the participatory experience is high



# Schedule

- **Sept. 2012** – Action Alexandria Poll
- **Nov. 2012** – Community meeting to discuss poll results, best practices, strategies and principles of engagement
- **Jan. 2012** – Community issues forum with speakers/discussions on priority issues
- Additional community meetings as needed
- Online engagement to supplement meetings
- Staff, Boards/Commissions training to sustain the progress achieved and implement the City's Principles of Engagement

# Deliverables

- **Alexandria's Principles of Civic Engagement**, including shared expectations for planning processes and plan documents, as well as a toolbox of civic engagement techniques and strategies
- **A report summarizing areas of agreement on "What's Next for Alexandria?"**, a document that can help guide Council's strategic direction, prioritizing planning goals and establishing a starting point for future planning efforts

# How can Transportation Commission be Involved?

- Provide feedback on the proposed outline of the civic engagement project
- Encourage participation in the poll and subsequent elements of engagement
- Promote the effort within your own networks and neighborhoods

Thank You

**QUESTIONS?**



# **SuperNOVA Study Update**

Agenda Item #5



# **TransAction 2040 Update**

Agenda Item #6

# Overview

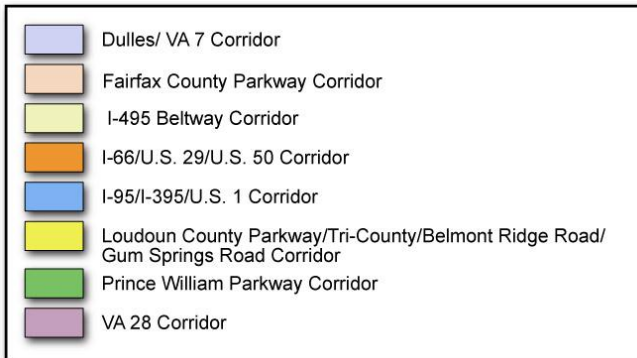
- Northern Virginia Transportation Authority (NVTa) established in 2002
- Responsible for developing transportation plan for Planning District Eight
- Planning District Eight jurisdictions:
  - Counties of Arlington, Fairfax, Loudoun, and Prince William including major towns within: Dumfries, Herndon, Leesburg, Purcellville, and Vienna
  - Cities of Alexandria, Fairfax, Falls Church, Manassas, and Manassas Park
- Current plan (TransAction 2030) adopted June 8, 2006

# Relationship to TransAction 2030

- Extends planning horizon to 2040
- Improves evaluation and prioritization process
  - Retains many of the same qualitative measures
  - Includes more quantitative evaluation measures
  - Introduces a more transparent approach for prioritization
- Introduces benefit/cost analysis
- Retains corridor-level multimodal focus



# Eight Regional Corridors



Other major improvements outside the eight defined corridors are also identified

# Plan Development Steps to Date

- Identify Initial Project List
- Establish Evaluation Framework
- Analyze Initial Build Scenario Using TPB Version 2.3 (Release 37) Model
- Assign Project Ratings and Perform Preliminary Project Prioritization
- Prepare Multimodal Corridor Level of Service (LOS) Maps
- Issue Newsletter #1 and Conduct Public Open House
- Determine Revised Project List for "Build 2" Scenario
- Perform Model Analysis of Build 2 Scenario
- Finalize Project Prioritization
- Develop Draft Plan and Issue Newsletter #2

# TransAction 2040 Goals

## Goals

Provide an integrated, multimodal transportation system

Provide responsive transportation service to customers

Respect historical and environmental factors

Maximize community connectivity by addressing transportation and land use together

Incorporate the benefits of technology

Identify funding and legislative initiatives needed to implement the Plan

Enhance Northern Virginia relationships among jurisdictions, agencies, the public and the business community

**Adopted by NVT A 2005**

# Travel Driven by Land Use Changes

- COG Round 8.0 Land Use in 2040
  - Growth in residential and employment opportunities throughout region: between 2010 and 2040, households grow by 327,000 (38%) and jobs grow by 675,000 (51%) (Data source: Round 8.0, Growth Trends to 2040: Cooperative Forecasting in the Washington Region)
  - Proportionally more jobs than residences added in areas outside the core
  - Arlington and Alexandria are forecast to continue to increase jobs more than workers
  - Fairfax County is forecast to change from having more workers than jobs in 2010, to having slightly more jobs than workers in 2040
  - Loudoun and Prince William Counties are forecast to continue to have more workers than jobs

# Scenarios Modeled for Year 2040

- 2040 Base Scenario
  - 2040 land-use assumptions
  - All projects in the 2011 Financially Constrained Long Range Plan (CLRP), including Silver Line, I-495 Express Lanes, etc.
- 2040 Build Scenario
  - 2040 land-use assumptions
  - CLRP projects plus initial list of TransAction 2040 projects (TransAction 2030 projects plus others provided by local jurisdictions)
- 2040 Build 2 Scenario
  - 2040 land-use assumptions
  - Build scenario projects plus ten projects approved by the NVTAA to address some corridor deficiencies identified in Build Scenario

# Some Projects in the Build Scenarios

- Over 100 highway projects adding 785 lane-miles
  - Western Transportation Corridor
  - Eastern Potomac River Crossing
  - Urban street grids at major activity centers (e.g., Tysons Corner, Crystal City, etc.)
  - HOV lanes on the Fairfax County Parkway
- Over 40 projects to improve bicycle/pedestrian conditions
  - Bikesharing
  - Grade-separated crossings
  - Trails

# Additional Projects in Build Scenarios

- More than 50 transit projects in Build Scenario
  - Metrorail extensions to Gainesville and Potomac Mills
  - Metrorail connections across the Wilson and Legion Bridges
  - Expand Metrorail fleet to all 8-car trains
  - Light rail (LRT) on VA 28 and VA 7
  - VRE extensions to Haymarket and Fauquier County
  - Priority Bus services on the Capital Beltway, Fairfax County Parkway, Duke Street, and other corridors
  - Park-and-Ride lot construction in outer counties
- Additional Build 2 Scenario transit projects
  - LRT across Wilson and Legion Bridges (instead of Metrorail)
  - Additional/upgraded BRT/Priority Bus corridors

# System and Corridor Level Findings

- The 2040 Build Scenario includes increased lane miles (i.e., new or widened roads) and improved transit service in all corridors, relative to today and the 2040 Base Scenario
- Comparing 2007 to 2040 Base, more vehicle travel occurs on congested roadways in nearly all of the corridors
- In most corridors, proportionally less VMT is added than lane miles resulting in lower levels of congestion in the 2040 Build Scenarios, relative to the 2040 Base Scenario; this shows that the Build projects help reduce congestion
- Despite major improvements, the 2040 Build scenarios still have higher levels of congestion than 2007

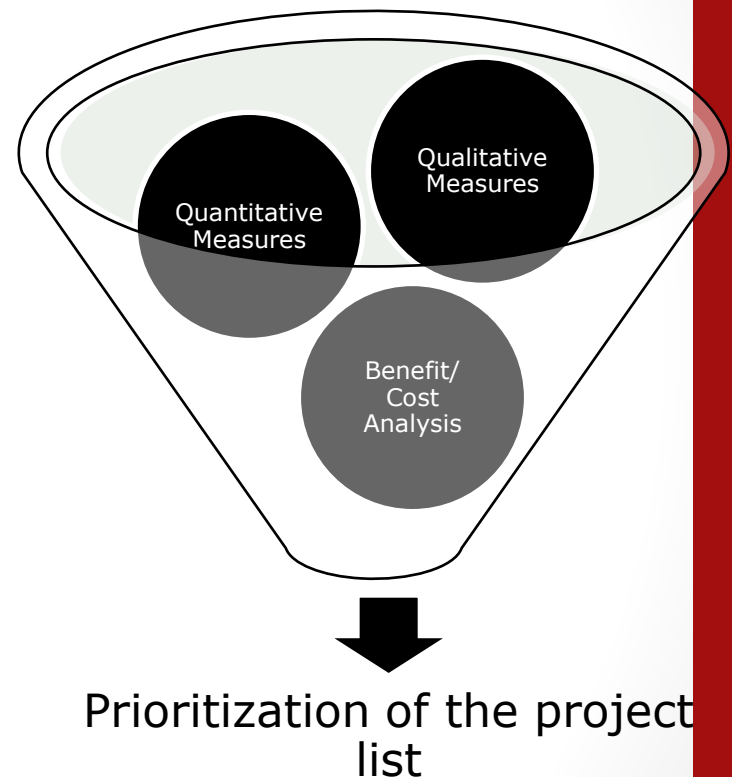


# Findings from Build 2 Scenario

- The 2040 Build 2 scenario slightly improves the level of congestion in the peak periods for most of the corridors but is still higher than existing conditions
- The I-495 and the I-66/US 29/US 50 Corridors saw lower congestion levels in the 2040 Build 2 Scenario than the base and 2040 Build Scenarios
  - Several of the 2040 Build 2 Scenario projects are located in the I-495 Corridor
  - Several transit-focused projects were located in the I-66/US 29/US 50 Corridor for the 2040 Build 2 Scenario

# Project Prioritization

- Each project assessed using set of evaluation criteria to facilitate the evaluation of potential benefits
- Project scoring involved qualitative and quantitative performance measures
- Prioritization methodology was developed in coordination with project oversight and advisory bodies
- Benefit/cost analysis for each project, shown in tiers (high, medium, low)
- Projects are prioritized within corridors and within project type



# Public Input and Cost

- Periodic postings about TransAction 2040 progress on NVTa's website
- Spring Newsletter (#1) re: initial model results
- April 18<sup>th</sup> public open house at West Falls Church
- Summary Newsletter (#2) re: study conclusions
- To implement these infrastructure improvements, approximately \$30.4 billion in additional funding, over what is already identified in the CLRP, is necessary

# Next Steps

- Jurisdictions consider draft TransAction 2040 Plan
- NVRTA adopts TransAction 2040 Plan at November 8, 2012 meeting
- TransAction 2040 Plan shared with 2013 General Assembly
- TransAction 2040 Plan considered as input for future updates to jurisdictions' comprehensive plans and the region's next CLRP
- Potential additional Northern Virginia discussions about transportation funding options

Thank You

**QUESTIONS?**



# Staff Updates

Agenda Item #7